

1999

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

This is UNEVALUATED

25X1

Lino	25X1
------	------

25X1

25X1

25X1

STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC							25X1

-2-

fighters and other aircraft. Three formations of 11 aircraft each were repeatedly observed aloft at the same time. Air activity was observed every day, with jet aircraft flying in formations of fours and elevens. Informant noticed that four aircraft always flew side-by-side at the same altitude and with the same intervals between individual aircraft. The formation of 11 aircraft always flew in V formation; informant definitely observed that the last two aircraft flew at a distance which was twice as large as the one kept by the other aircraft. The jet aircraft in the vicinity of the field flew at an estimated altitude of 300 to 800 meters and at a speed of 800 km/h. Aerobatics and firing practices were observed at the field almost every day. Individual aircraft fired with cannons, presumably at ground targets. After three or four short bursts of fire while diving, the aircraft climbed again, circled, and then made another dive at the target. Each jet aircraft had an intake at the nose, considerably swept-back wings, and high elevator assembly.

2. Informant [] observed an airfield south of the railroad line between Poltava (N 49-34, E 34-33) and Kiev, Kiev Military District, near railroad kilometer marker 236. The airfield was located lower than the country traversed by the railroad. Railroad marker "O" was apparently located at the Kiev railroad station. A medium-size town was located near kilometer marker 232. 25X1
3. Between 8 August and 3 October 1953, air activity was observed at the airfield on the northern perimeter of Stalino. Obstacle lights were fitted on smokestacks of the agricultural machine factory east of the field. Additional flight obstacles consisted of a woods of deciduous trees east of the field and a radio mast, 30 to 40 meters high, on the southeastern edge of the landing field. Two intersecting concrete runways were located in the northeastern section of the field. The landing field had a thick grass cover. A flight control building was located at the southeastern edge of the field.
4. There were apparently no quarters for air force soldiers at the field, as the air force personnel were repeatedly seen being trucked to the installation. The air force personnel wore khaki uniforms, visor caps, and light blue service colors. Just south of the flight control station was the aforementioned steel mast, 30 to 40 meters high, with several antenna wires leading to the flight control building. Fuel was apparently hauled to the field by tank trucks. The view of the eastern side of the field was blocked by a board fence. The view of the eastern side of the field was also partially blocked by a small woods of deciduous trees.
5. Single-engine jet aircraft were stationed at the field. During the day, there was only moderate air activity, usually by individual aircraft, seldom by two or three aircraft. Informant believed that two aircraft sometimes took off simultaneously and landed individually at an interval of two to three minutes. Sometimes only two aircraft were aloft during the whole morning. On some days, no aircraft were observed aloft. No air activity was conducted in rainy and inclement weather. Flying was usually practiced in the late evening hours if the weather was favorable. Night flying by jet aircraft, sometimes in formation, was inferred from the sound of engines. When individual aircraft flew at night, informant repeatedly observed that firing practice was conducted at towed sleeve targets while five or six searchlights were in operation at the field. Night flying was mainly practiced during September and October 1953.
6. Informant observed the airfield north of Stalino only on 3 October 1953. He remembered that there were two concrete runways in the northern section, and a brick building with a wind sock and a small wooden building with a radio mast next to it at the eastern edge. About three twin-engine aircraft, ten biplanes, and ten jet aircraft were parked in the open next to the buildings. No air force quarters were observed at the field. The airfield seemed to be both a civilian and a military installation.

CONFIDENTIAL

CONFIDENTIAL - EYES ONLY

-3-

7. From 1950 to 1952, there was air activity mainly by twin-engine aircraft of the Douglas type. These aircraft had cabin windows and apparently served as commercial aircraft. The aircraft flew daily according to a schedule, heading and approaching from various directions. About ten take-offs and ten landings were made every day. In addition, four or five biplanes took off, apparently for cross-country flights. In July or August 1952, one parachute jump was observed.
8. During 1953, the twin-engine aircraft and biplanes were still stationed at the field and they continued the same air activity as during the preceding years. No parachute jumps were observed. Gliders had apparently been transferred at the end of 1952. Every day, there was air activity by single-engine jet aircraft with considerably swept-back wings; some had auxiliary fuel tanks. Six or seven aircraft were aloft simultaneously. Usually local flights were made in an air space about four km in diameter and at altitudes of up to 1,000 meters. Take-offs and landings were practiced. The aircraft flew at an estimated speed of 400 km/h. Informant repeatedly observed that four aircraft flew in V formation over the field, making wider circles than the individual aircraft and flying at an altitude of about 1,000 meters and a speed of about 600 km/h. Individual aircraft flew aerobatics at an altitude of 4,000 to 5,000 meters. They had a speed of about 800 km/h during horizontal flight. Up to the last day of observation, night flying was practiced over Stalino. After nightfall, informant heard two jet aircraft take off at a short interval and head in different directions. Four or five searchlights at the field searched for one of the aircraft. When one was spotted, the other aircraft made a feint and a pass at it, the searchlights were turned off, and the two aircraft landed. This maneuver was repeated several times each night at short intervals.
9. On 3 October 1953, two two-story administration buildings, one larger building under construction, and one asphalt approach road were observed at the airfield north of Stalino. A twin-engine aircraft was observed landing at the field; other aircraft at the field included eight jet aircraft with considerably swept-back wings, two twin-engine commercial aircraft, and one four-engine commercial aircraft, the latter three being parked near the administration building. Between July and October 1953, there was intensive air activity by jet aircraft, training activity by biplanes, and intensive activity by commercial aircraft. Air activity by jet aircraft usually started at 0600 hours in the summer months. After an aircraft was observed flying at an altitude of about 300 meters over the PW camp east of the field, a black trail of flue gas was seen for some time. The daily air activity by jet aircraft included firing at towed sleeve targets, formation flying at high altitudes, aerobatics, and intensive night flying while searchlights were in operation. Firing practices with live ammunition were frequently conducted. The towing aircraft were of an older type, similar to the Il-2. The attacks were made by two jet aircraft which consecutively fired at the sleeve target. The jet aircraft usually were aloft for 30 to 40 minutes. Firing practices at ground targets were not observed.
10. During the summer of 1953, there was intensive night flying activity over Stalino airfield by jet aircraft fitted with position lights. Dim searchlights were also involved. One aircraft repeatedly flew in the beams of two searchlights for a short time and quickly escaped again. Informant believed that the searchlights only served for orientation. These night practices usually terminated about 2300 hours. During the day, formation flying by up to six jet aircraft was practiced at all altitudes, sometimes so high that only vapor trails were seen. During these flights, informant noticed that a fighter repeatedly flew aft of the formation at a distance of 800 to 1,000 meters without joining the formation when changes of formation were practiced. During day flights, the jet aircraft were manned by one pilot each.

CONFIDENTIAL - EYES ONLY

CONFIDENTIAL - 

-4-

11. The training activity by biplanes consisted of continuous take-offs, landings, and short local flights in a counterclockwise direction. The number of commercial aircraft daily taking off and landing at the field was estimated at 25. Most of these aircraft had two engines, cabin windows, and the letters SSSR under their wings. Only seldom did four-engine aircraft arrive at the field. With regard to aerobatics, informant noticed that half loops followed by half rolls were practiced and three times in three months informant observed an inverted flight by three jet aircraft at an altitude of 300 to 400 meters.
12. Air activity by jet aircraft was observed three times in August and three times in September 1953 between 2100 and 2300 hours. During this activity, a searchlight spotted a piston-engine aircraft towing a sleeve target. After a short time, five jet aircraft approached individually and fired at the sleeve target at a rapid rate. Red tracer ammunition was observed. Within two hours, about ten attacks were observed. Air activity was conducted only in favorable weather.


25X1CONFIDENTIAL - 

25X1